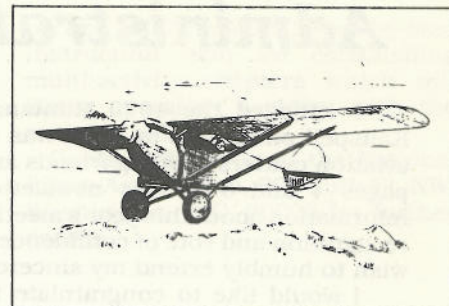


Montana and the Sky



Vol. 30 No. 6

MONTANA AERONAUTICS DIVISION

June, 1979

Billings Airport Wins Award

Billings Logan International Airport was one of four in the nation cited the beginning of May for excellent performance in winter operations.

The Col. Bernt Balchen Award was accepted at the annual meeting of the American Association of Airport Executives in Allentown, Pa., by Phil Ryder, operations manager, and Bruce Putnam, assistant airport manager.

Dale Norby, Billings airport manager, called the citation, named after Balchen — a pioneer in polar, arctic and cold weather aircraft operation — "an extreme honor."

Billings was nominated for the Balchen award by Tom Lindemann, a Western Air Lines pilot who is Denver-area safety coordinator for the Air Line Pilots Association.

"It becomes quite evident to the pilot flying into Billings that a comprehensive snow plan exists which is coordinated with the users and . . . the air traffic control tower," said Lindemann in making his nomination.

Noting the severity of weather conditions of the past two winters, Lindemann added, "I'm grateful for the effort shown by the management and crew of Billings since they make my job considerably easier."

Norby cited the purchase of additional snow removal equipment to that already owned by the airport, the installation of a porous friction course to the instrument runway and

to taxiways for improved braking in cold weather conditions, and the improvement of communications between airport maintenance vehicles and offices concerned in snow removal as major steps in the airport's "different approach to snow-thinking."

The airport has been closed only twice in the past two winters. The first time was in November, 1977 when an ice storm resulting in a rapid build-up shut down operations for eight hours.

In December, 1978 wet snow accumulated to the point that Norby deemed the runways unsafe and shut down operations until the snow could be cleared.



Gordon Sands (left), pioneer pilot, congratulates Al Blain on his receiving the Junior Pilot of the Year Award.



MPA'ers enjoy the banquet and awards ceremony.

Reminder—Schafer Meadows Fly-In—July 21 & 22

Administrator's Column

I attended the 1979 Montana Pilots Association Convention held in Kalispell on May 18 to 20. It was a time of updating information relative to aviation matters, visiting friends and getting necessary business handled. On pages 4 and 5 of this newsletter there are pictures and some further information about this year's meeting. It came as a great surprise to receive the recognition and vote of confidence at the Saturday evening awards banquet. I wish to humbly extend my sincere appreciation.

I would like to congratulate the convention chairman, Scott Hubbard; outgoing president, "Dr. John" Stephan; master of ceremonies, Mike Strand; and all the other Kalispell MPA people involved in making this a great and memorable convention.

* * * * *

I attended the joint FAA-Aeronautics Division "listening session" held here in Helena on May 23. It was a good opportunity for many people involved in the aviation field to express their concerns and ideas. FAA officials from the Denver Regional Headquarters provided information regarding revisions in the ADAP program and also discussed the proposed changes in the positive control areas. Aeronautics Division employees Jerry Burrows, Vern Moody and Ted Mathis explained the Division's airport grant and loan program along with the current Aeronautics Division budget.

* * * * *

The Aeronautics Board held a meeting on May 23. Big Sky Airlines provided an update on their activities and projections, including schedule and route changes. Big Sky is now providing airline service between Casper and Billings. The new route system schedule presented to the Board will be effective July 1.

The Division budget was also discussed. The Board is very concerned about a balanced budget and offered several suggestions on ways to trim expenses and costs to keep the Division within the confines of it's revenue. The Board strongly supported the proposed plan to remove the Air Transportation Bureau from the Aeronautics Division.

* * * * *

The Governor's Essential Air Service Task Force will meet in Miles City on June 18 to review the findings of TAP, Inc., the consulting firm retained by the communities to conduct the essential air service study. TAP completed their field work during the middle of May and has since been compiling and analyzing material and statistics. After TAP has presented their findings to the Task Force they will tour each affected community to present their findings.



Exhibitor's and MPA members at new aircraft display in the Outlaw Inn parking lot during the MPA Convention.

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THURBER'S  HELENA

NPA Decentralizes

"We're going to be counting on the grassroots support of affiliated local pilot groups to fend off many of the increasing attacks on aviation," John E. Ryan, newly appointed Executive Director of the National Pilots Association, said, in launching a massive decentralization of the 15,000-member organization.

"Attempts to respond to a problem of local complexity from the national level are often ineffective," Ryan said, "because the problem has already surfaced and become an emotional issue. The rush of organizing some pilot groups to fight the action is almost always too late.

"Establishment of active, politically effective local pilot groups is the only way to meet and deal head-on with these kinds of aviation problems," Ryan said. "NPA wants to greatly expand its nationwide network of affiliated chapters and state offices — and do it now. Only then will the virtual local framework exist for preventing undesirable local aviation issues from arising and, worse, becoming national issues."

"Somewhere along the way," Ryan said, "the organizing of local organizations took a back seat as NPA began to emulate the activities of other Washington, D.C., based aviation organizations. Like the others, we ended up chasing federal regulations after the laws went to the various agencies for administration, commenting on proposed rules that were vital shoo-ins because our viewpoints hadn't been effectively made known to Congress. In effect, we were running after the fire truck, proclaiming a 'me too' concept."

Mr. Ryan added that "along with the establishment of grassroots NPA organizations run by concerned local pilots, we will be intensifying our professional lobbying on Capitol Hill. We're going to be spending less of our time and NPA's resources chasing our tails around the FAA and concentrate on Congress to ensure that only good and reasonable aviation laws are developed and passed."

With NPA's reorganization in the final stages of development, Mr. Ryan is encouraging NPA members who can recruit at least ten pilots to form an NPA chapter to contact him at national headquarters. Interested

parties will be mailed a step-by-step instruction plan for establishing multi-activity chapters which will share operating budgets with the national office.

Contact Mr. Ryan at the National Pilots Association, 805 15th St. NW, Washington, D.C. 20005 for further details.

Okay?

"Okay" is not okay with the FAA. The agency is reminding pilots and controllers not to use the word in radio communications to acknowledge transmissions because it is often misused and misunderstood.

Calendar

June 30 - July 1 — Work session at Frank Bass' Beacon Star Antique Airfield.

June 30 - July 7 — National Avion Club Convention, West Yellowstone.

July 1 — Flying Farmers Fly-In, Dave Stephens.

July 3 & 4 — Thunderbirds Air Show, with Golden Knights Skydiving Team. 3:00 to 5:00 p.m. Bert Mooney Airort, Butte.

July 21 & 22 — Schafer Meadows Fly-In. MPA and FF sponsored.

July 28 - August 4 — 27th Annual International Experimental Aircraft Association Convention, EAA, Oshkosh, WI.

August 4 & 5 — Antique Airplane Fly-In and Airshow. Beacon Star Antique Airfield. 3 miles east of Moore. Contact Frank Bass, Star Rt., Moore, MT 59464.

August 4 & 5 — Airshow Alberta '79, Medicine Hat, Alberta. Contact Roger Holmes (403) 526-5300 for details.

August 5 - 10 — International Flying Farmers Convention in Oklahoma City.

September 25 - 27 — National Business Aircraft Association Annual Convention, Atlanta, GA.

September 28 - 30 — North Dakota Flying Farmers Convention, Holiday Inn, Fargo.

October 5 - 7 — Montana Flying Farmers Convention, Wolf Point.



Denver Beechcraft was represented by Mr. and Mrs. Jim Pickens (left) and Mr. and Mrs. Ed Pardi at the MPA Convention.

Montana Pilots Ass



Sam Griggs (right), Montana Aeronautics Division, received the Bill Matthews Pilot Achievement Award, presented by Dr. Milt Small.



Dr. John Stephan (right) received the outgoing MPA President pin from Dr. Milt Small.

The Montana Pilots Association held their annual convention in Kalispell, Montana, on May 18 to 20, 1979. The theme for this year's convention centered around "oldtime aviation."

Past President Dr. John Stephan organized an old-time model airplane contest for the first evening of the convention. After the models were judged, they along with several pieces of art work, were auctioned off to raise money for the association.

Scott Hubbard of Kalispell served as the Convention Chairman and commendably passed his instrument ride on the Friday morning of the convention.

Saturday was filled with lectures and business meetings. A luncheon was held that afternoon with Bob Wood, a local artist, as the guest speaker. The art galleries and the Conrad mission were also visited. Topics discussed during the business meeting included the FAA's regulation on airspace and the recent session of the Montana legislature.

During the Saturday evening banquet new officers were elected. They are as follows:

President — Frank Stoltz, Miles City

Western Vice President — Chet Sammons, Cut Bank

Eastern Vice President — Lee Baker, Lewistown

Treasurer — Jim Monger, Bozeman

Western Director — Ray Tocci, Three Forks

Eastern Director — Ray Curtis, Billings

Secretary — Patricia Johnson, Helena

Immediate Past President — Dr. John Stephan, Kalispell

The following awards were also presented:

Pilot of the Year Award — Frank Bass, Moore

Senior Pilot of the Year Award — Jim Stradley, Bozeman

Junior Pilot of the Year — Al Blain, Billings

Bill Matthews Achievement Award — Sam Griggs, Helena

Bent Prop Award — Mike Evans, Helena

The convention broke up Sunday with a fly-away breakfast at the Kalispell airport which was sponsored by the Flathead hangar.



Herb and Phyllis Sammons, Cut Bank, enjoying the Saturday evening award ceremonies.



Smiling Mike Strand "m-ceed" the banquet events.

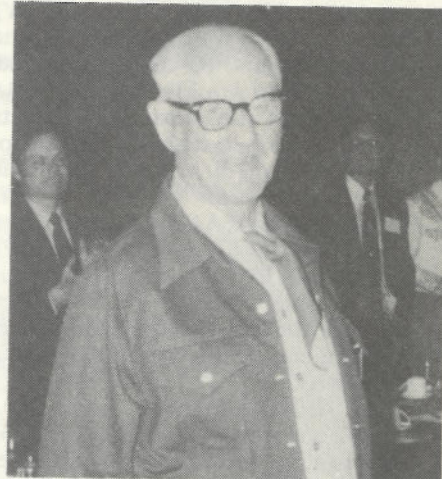
ociation Convention



Mr. and Mrs. Al Newby (foreground) during the award ceremonies.



Lovely Vivian Schrank during the award ceremonies.



Gordon Sands was recognized by MPA members as past Senior Pilot of the Year and for his contribution to the field of aviation.



Tom Lynch, Billings Cessna dealer, was the "proud" winner of the Beech-bag door prize.



Al Blain (left) receiving the Junior Pilot of the Year Award presented by Dr. Milt Small.



Frank Bass, left speechless but smiling, after receiving the MPA Pilot of the Year Award.



Denver Beechcraft displayed the latest models of their aircraft in the Outlaw Inn parking lot.

*new aircraft
(not only
Denver
Beech)*

Bill Filed to Stop FAA Airspace Regulations

Aviation leaders in the U.S. House of Representatives have introduced legislation that would force the Federal Aviation Administration to rescind its massive new airspace restriction plan that, in the words of the legislators, would, "cause major disruptions in the national airspace system without any increase in the level of safety."

The bill, House Resolution 3480, was introduced in the House on April 5 by Representative William H. Harsha, (R-OH), Gene Snyder, (R-KY), Harold T. "Bizz" Johnson, (D-CA) and Dawson Mathis, (D-GA). If enacted, the legislation would require the FAA to "maintain the status quo" in its criteria for establishment of Terminal Control Areas (TCA's) and Terminal Radar Service Areas (TRSA's). The FAA had also given notice in the December 27, 1978 Notice of Proposed Rulemaking (NPRM) that it wanted to lower positive control to 10,000 feet over much of the country (12,000 feet in Montana).

The NPRM generated more than 40,000 comments from the aviation community, more than any other NPRM to date in the FAA's existence, and the overwhelming number were against the new rules.

In response to an overwhelming number of constituent complaints urging Congress to prevent the FAA from implementing the new airspace restrictions, the Aviation Subcommittee of the House Public Works Transportation Committee held hearings March 20 and 21, 1979 on H.R. 2418 (a bill requiring the FAA to explain any changes in airspace regulation to appropriate Congressional Committees). During the two-day hearing more than two dozen representatives of the flying community testified.

After examining the proposals in detail the subcommittee was convinced that the "FAA proposals, if adopted, will actually pose a great threat to the traveling public than currently exists."

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Editor's Note: None of the Montana representatives have agreed to co-sponsor H.R. 3480 to stop FAA airspace regulations. We

would urge you to write to them and let them know that you want them to support this legislation.

Address for the Senate is: Senator Mac Baucus or John Melcher, Dirksen Senate Office Building, Washington, D.C. 20510.

Address for the House is: Congressman Ron Marlenee, 128 Cannon House Office Building, Washington, D.C. 20515 and Congressman Pat Williams, 1233 Longworth House Office Building, Washington, D.C. 20515.

H.R. 3480

To amend the Federal Aviation Act of 1958 to prohibit the Secretary of Transportation and the Administrator of the Federal Aviation Administration from issuing any rule, regulation, or order relating to certain aspects of the control of navigable airspace.

A BILL

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

That title III of the Federal Aviation Act of 1958 (49 U.S.C. 1341 et seq.) is amended by adding at the end thereof the following new section:

"CONTROL OF NAVIGABLE AIRSPACE PROHIBITION"

"SEC. 318. (a) Notwithstanding any other provision of this Act, neither the Secretary of Transportation nor the Administrator shall issue any rule, regulation, or order which —

"(1) designates any area as a terminal control area, unless at least 1 per centum of the total number of passengers enplaned in the United States in the most recent 12-month period for which data is available were enplaned at the primary airport within such area;

"(2) raises the maximum altitude of any terminal control area designated before December 27, 1978, above the maximum altitude in existence for such terminal control area on such date;

"(3) designates any area as a terminal radar service area, unless such designation is in accordance with criteria developed by the Administrator as in effect on December 26, 1978;

"(4) requires aircraft conducting operations in the navigable airspace between 10,000 and 18,000 feet (mean sea level) in

accordance with visual flight rules to be under positive control; or

"(5) modifies the maximum aircraft speed limit for operations below 10,000 feet (mean sea level) as set forth in regulations issued by the Administrator (14 C.F.R. part 91.70(a), as in effect on December 26, 1978.

"DEFINITIONS"

"(b) For purposes of this section—

"(1) the term 'positive control' means the control of all air traffic, within designated airspace, by air traffic control;

"(2) the term 'terminal control area' means an area of controlled airspace which (A) extends upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in part 91 of title 14 of the Code of Federal Regulations, (B) is designated as a Group I, Group II, or Group III terminal control area, and (C) includes at least one primary airport around which the terminal control area is located; and

"(3) the term 'terminal radar service area' means an area of airspace surrounding an airport which the Administration designates as an area within which aircraft operating pursuant to visual flight rules may use air traffic control to provide such aircraft with radar vectoring, sequencing and operation."

Sec. 2. that portion of the Table of Contents in the first section of the Federal Aviation Act of 1958 under the Center Heading.

Title III—Organization of Agency and powers and Duties of Administrator" amended by inserting at the end thereof "sec. 318. Control of Navigable airspace Control "(a) prohibit" "(b) definitions".

Irle Retires

By: Sam Griggs, Supervisor
Aviation and Space Education

All of us at the Aeronautics Division would like to express our appreciation for the many years that Francis R. Irle has taught an aviation class at the Glasgow High School. He has managed to keep the overall grade average of his class high enough to maintain Federal Aviation Administration standards resulting in the only approved FAA ground school a Montana high school has ever had.

Thank you Francis — I think I can speak for all those who enjoy aviation and appreciate your achievements. The best to you during your retirement.

Spark Plug Fouling

What can the pilot do to reduce lead fouling of spark plugs?

The spark plug people will list the following items as conducive to lead fouling: "Poor fuel vaporization, rich mixture at ground idle, high T.E.L. content in fuel, or engine operating too cold."

The pilot can't do anything about poor fuel vaporization or high T.E.L. content in the fuel, so what can he do?

1. By use of the spark plug recommendation charts, be certain the proper plugs are installed. Tip: Don't simply replace with same part number of those removed. Previous mechanic may have installed wrong plugs. Reference Service Instruction No. 1042.

2. Don't accept an over rich carburetor or fuel injector at idle or off idle engine speeds. Have a mechanic adjust mixture.

3. After a flooded start, slowly run the engine to high power burning off harmful lead deposits, then return engine to normal power.

4. When parked for any reason, avoid closed throttle idle. Set engine at 1200 RPM. The fuel contains a lead scavenging agent, but it only functions with a spark plug nose core temperature of a minimum of 800° F (425° C). To have a minimum of 800° F nose core temperature you must have a minimum of 1200 engine RPM. Besides, the engine will run cooler and smoother and the alternator/generator will put out more at



Francis Irle instructing the aviation course at Glasgow High School.



Glasgow High School

1200 RPM. (Taxiing exempt. Accept whatever RPM required.)

5. Use normal recommended leaning technique at cruise conditions regardless of altitude.

6. Avoid fast, low power let down from altitude whenever possible. Plan ahead. Descend with power. Avoid sudden cooling.

7. Avoid closed throttle landing approaches whenever possible. Use a slight amount of power. Remember carburetors and injectors are set slightly rich at closed throttle idle.

8. Keep engine operating tempera-

tures in the normal operating range. Too many people think the lower the temperatures the better. Not so. Keep cylinder head temperatures in normal operating range by use of normal power and proper leaning and use oil cooler baffles to keep oil temperature up in winter.

9. If fouling persists, swap top and bottom plugs every 25 to 50 hours.

10. With application of alternate air or carburetor heat — re-lean the mixture.

(Avco Lycoming Flyer)

Radio Procedures

As some pilots become more comfortable in the environment of air traffic control they seem to become less formal in their communications. They are not deliberately trying to lower safety standards; they just feel like loosening up a bit. What harm, after all, is there in replacing standard phraseology with casual words, occasional slang, or even "CB" talk?

A great deal of harm, maybe. Standard communications procedures were established to assure clarity of communication; deviation from those standards can lead to assumptions, misunderstandings, and even midair collisions.

The standard words and phrases

were chosen to minimize the chance of misunderstanding on the radio. A quick review of the Pilot/Controller glossary in the Airman's Information Manual's ATC Procedures — formerly AIM Part I — will freshen your memory if you are rusty on the language. Learn it and use it. It is the same glossary the controllers use, so you will be talking a common language.

(Maryland DOT)



Oshkosh '79

The annual Experimental Aircraft Association Convention and Sport Aviation Exhibition in Oshkosh, Wisconsin has become an important gathering for all who are a part of aviation. The event will be held from July 28 to August 4, 1979.

Attending the convention will provide an opportunity to learn and exchange views with thousands who have made aviation their vocation or hobby. The whole affair is a point of unification toward EAA's goal . . . the promotion of aviation.

For specific details on lodging, registration or airport facilities please contact the EAA, Box 229, Hales Corners, WI 53130. (414) 425-4860.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

June, 1979

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